

Document No. <u> </u>	
No Change in Class. <input type="checkbox"/>	
<input checked="" type="checkbox"/> Declassified	
Class. Changed to: <u>TS C</u>	
Next Review Date: <u> </u>	
Auth.: <u>HR 70-2</u>	By: <u>02524</u>
Date: <u>12 FEB 80</u>	
MEMORANDUM FOR THE RECORD	

SUBJECT: Data on Helicopter Operation Received From Mr. Charles W. Carmody, Chief, Airspace Utilization Division, Federal Aviation Agency

1. In the near future, Mr. Clifford B. Burton will replace Mr. Carmody as Chief, Airspace Utilization Division. Mr. Carmody is being transferred to the Inspection Division (IG) of FAA.

2. Mr. W. Thomas Deason has been the deputy to Mr. Carmody and will remain as deputy to Mr. Burton. All three individuals have an Agency clearance of Secret until January 1963.

3. Mr. Carmody furnished a list of eight helicopter companies that have requested a franchise to serve Dulles International Airport, Washington National Airport, Baltimore Friendship Airport, downtown Washington, D. C. and Baltimore, Maryland. The list is attached.

4. Mr. Carmody also furnished the following data:

a. The Washington-Baltimore Helicopter Airways, Inc. is operating temporarily in a space bounded by 8th, 9th, D. and E Streets, S. E. In his opinion, this company will soon lose this operating location.

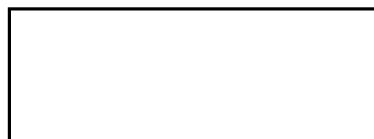
b. Recently passed zoning laws prohibit establishment of heliports within the District of Columbia. Pilgrim Helicopter Services, Inc. received their franchise to operate (26th & G. Sts. and moving to Wisconsin & K) prior to adoption of the zoning laws. The State Department has submitted a request for construction of a roof heliport on the new State Department building.

c. The Federal Aviation Agency (FAA) has requested clearance for construction of a rooftop heliport on Federal Building 10A. This building is presently occupied by FAA and is located on Independence Avenue between 7th & 8. Streets.

^{NATIONAL CAPITAL}
d. The ~~District~~ Planning Commission is not in favor of granting clearances for any other requested heliports. Instead, the District Planning Commission has proposed that only one location within the District of Columbia (the White House excepted) be utilized for a helicopter operation. The Planning Commission has proposed that this heliport be located on a $3\frac{1}{2}$ acre plot

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bounded by 1st Street, Canal Street, South D. Street and a
railroad. Under this plan, the FAA would operate the heli-
port for all users, military or civil. The District Government ^{OF COLUMBIA} AND THE NAT
will use this proposal in the near future. Under their ^{EXP PLAN EMM}
present charter, the FAA may not operate heliports or airports.
If the Planning Commission's proposal for a single government-
operated heliport is accepted, Congress will be asked to pass
special legislation allowing the FAA to operate the heliport.



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